**Safety Attribute Inspection (SAI) Data Collection Tool**
**3.1.3 Airman Duties / Flightdeck Procedures (OP)**
**Revision#: 14 Revision Date: 07/24/2015**

## ELEMENT SUMMARY INFORMATION

**Scope of Element:**

**Purpose** (operator's responsibility): To ensure that Airman Duties/Flightdeck Procedures provide for the safe operation of the airplane.

**Objective** (FAA oversight responsibility): To determine if the operator's Airmen Duties/Flightdeck Procedures:

- Meets all applicable requirements of Title 14 of the Code of the Federal Regulations (14 CFR) and FAA policies,
- Incorporates the safety attributes, and
- Identifies any shortfalls in the operator's Airman Duties/Flightdeck Procedures.

**Specific Instructions**:

The placement of question 1.127 in section 1 at the end of the DCT was unavoidable, and it could not be placed where it belongs after question 1.22.
After answering question 1.22, inspectors should consider question 1.127. This question references the new regulatory requirement in 121.542(d) that prohibits flightcrew member from using personal wireless devices and laptop computers during flight operations while at their duty station.

## SUPPLEMENTAL INFORMATION

**Regulatory Requirements:**

A.005, Exemptions and Deviations
A.048, Verification of Personnel for Access to Flightdeck
A.061, Use of Electronic Flight Bag
A.354, In-Trail Procedures (ITP) using ADS-B IN (REQUIRES HEADQUARTERS APPROVAL)
A.362, Parabolic Flight Operations
B.030, IFR Navigation Using GPS/WAAS RNAV Systems
B.035, Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems
B.036, Class II Navigation Using Multiple Long-Range Navigation Systems (LRNS)
B.045, Extended Overwater Operations Using a Single Long-Range Communication System
B.051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions
B.054, Class II Navigation Using Single Long-Range Navigation System (S-LRNS)
B.343, Fuel Reserves for Flag and Supplemental Operations
C.052, Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports
C.054, Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums
C.055, Alternate Airport IFR Weather Minimums
C.068, Noise Abatement Departure Profiles
C.071, Autopilot Engagement After Takeoff and During Initial Climb for Auto Flight Guidance System (AFGS) Operations

C.072, Engine-Out Departure Procedures with Approved 10-Minute Takeoff Thrust Time Limits
C.077, Terminal Visual Flight Rules, Limitations, and Provisions
C.300, 14 CFR Part 97 NDB, NDB/DME, VOR, and VOR/DME Instrument Approach Procedures Using Substitute Means of Navigation
43.3, Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
91.123, Compliance with ATC clearances and instructions
91.153, VFR flight plan: Information required.
91.169, IFR flight plan: Information required
91.175, Takeoff and landing under IFR
91.183, IFR communications
91.185, IFR operations: Two-way radio communications failure
91.187, Operation under IFR in controlled airspace: Malfunction reports.
119.43, Certificate holder's duty to maintain operations specifications.
121.135, Manual contents
121.303, Airplane instruments and equipment.
121.306, Portable electronic devices
121.310, Additional emergency equipment.
121.311, Seats, safety belts, and shoulder harnesses.
121.315, Cockpit check procedure.
121.317, Passenger information requirements, smoking prohibitions, and additional seat belt requirements.
121.327, Supplemental oxygen: Reciprocating engine powered airplanes.
121.329, Supplemental oxygen for sustenance: Turbine engine powered airplanes.
121.333, Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins.
121.337, Protective breathing equipment.
121.343, Flight recorders.
121.344, Digital flight data recorders for transport category airplanes.
121.357, Airborne weather radar equipment requirements.
121.383, Airman: Limitations on use of services.
121.397, Emergency and emergency evacuation duties.
121.542, Flight crewmember duties.
121.543, Flight crewmembers at controls.
121.545, Manipulation of controls.
121.547, Admission to flight deck.
121.548, Aviation safety inspector's credentials: Admission to pilot's compartment.
121.549, Flying equipment.
121.550, Secret Service Agents: Admission to flight deck.
121.553, Restriction or suspension of operation: Supplemental operations.
121.557, Emergencies: Domestic and flag operations.
121.559, Emergencies: Supplemental operations.
121.561, Reporting potentially hazardous meteorological conditions and irregularities of ground and navigation facilities.
121.563, Reporting mechanical irregularities.
121.565, Engine inoperative: Landing; reporting.
121.567, Instrument approach procedures and IFR landing minimums.
121.577, Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.
121.579, Minimum altitudes for use of auto-pilot.
121.581, Observer's seat: En route inspections.
121.583, Carriage of persons without compliance with the passenger-carrying requirements of this part.
121.584, Requirement to view the area outside the flightdeck door
121.585, Exit seating.
121.587, Closing and locking of flight crew compartment door.
121.589, Carry-on baggage.
121.590, Use of certificated land airports.

121.599, Familiarity with weather conditions.
121.603, Facilities and services: Supplemental operations.
121.619, Alternate airport for destination: IFR or over-the-top: Domestic operations.
121.625, Alternate airport weather minimums.
121.627, Continuing flight in unsafe conditions.
121.628, Inoperable instruments and equipment.
121.629, Operation in icing conditions.
121.631, Original dispatch or flight release, redispatch or amendment of dispatch or flight release.
121.649, Takeoff and landing weather minimums: VFR: Domestic operations.
121.651, Takeoff and landing weather minimums: IFR: All certificate holders.
121.657, Flight altitude rules.
121.659, Initial approach altitude: Domestic and supplemental operations.
121.661, Initial approach altitude: Flag operations.
121.667, Flight plan: VFR and IFR: Supplemental operations.
121.695, Disposition of load manifest, dispatch release, and flight plans: Domestic and flag operations.
121.697, Disposition of load manifest, flight release, and flight plans: Supplemental operations.
121.701, Maintenance log: Aircraft.
121.709, Airworthiness release or aircraft log entry.

**Related CFRs & FAA Policy/Guidance**:

**Related CFRs:**

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**FAA Policy/Guidance:**

FAA Order 8900.1, Volume 3, Chapter 18
FAA Order 8900.1, Volume 4, Chapter 2
FAA Order 8900.1, Volume 4, Chapter 3
FAA Order 8900.1, Volume 4, Chapter 4
FAA Order 8900.1, Volume 4, Chapter 15
AC 120-48, Communication and Coordination Between Flight Crewmembers and Flight Attendants
AC 120-71, Standard Operating Procedures for Flightdeck Crewmembers
AC 120-74, Parts 91, 121, 125, and 135 Flightcrew Procedures during Taxi Operations
AC 120-76, Guidelines for the Certification, Airworthiness, and Operational Use of Electronic Flight Bags
AC 120-80, Inflight Fires
AC 120-88, Preventing Injuries Caused by Turbulence

| SAI SECTION 1 - PROCEDURES ATTRIBUTE | |
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| **Objective:**<br>The questions in this section of the SAI will help verify that the operator's documented procedures identify who, what, when, where, and how those procedures are accomplished. These procedures must allow all personnel to perform their duties and responsibilities with a high degree of safety.<br>14 CFR part 121.135(a)(1) | |
| ***Tasks*** | |
| | The inspector shall accomplish the following tasks: |
| 1 | Review the information listed in the Supplemental Information Section of this SAI. |
| 2 | Review the duties and responsibilities for management and other personnel who accomplish the processes associated with this element. |
| 3 | Review the documentation of the processes associated with this element. |
| 4 | Review documented interfaces to identify interactions between related processes, interactions within this element process, and between one person, workgroup, or organization to another that the operator uses to accomplish this process. |

| ***Questions*** | | |
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| 1.1 | If the operator permits the use of pilot performed database updates, do the operator's procedures ensure that the database upload is:<br>• Initiated from the flight deck,<br>• Performed without disassembling the avionics unit, and<br>• Performed without the use of tools and/or special equipment?<br><br>Updated: Rev # 14 on 07/24/2015<br>SRRs: 43.3(k)(1)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.2 | If the operator permits the use of pilot performed database updates, do the operator's procedures require the pilot to comply with the operator's procedures or the manufacturer's instructions?<br><br>Updated: Rev # 12 on 09/30/2013<br>SRRs: 43.3(k)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.3 | If the operator permits the use of pilot performed database updates, are the operator's written procedures consistent with manufacturer's instructions to the pilot that describe how to: Perform the database update; and<br>• Determine the status of the data upload?<br><br>Updated: Rev # 12 on 09/30/2013<br>SRRs: 43.3(k)(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.4 | Do the operator's procedures specify that a pilot in command (PIC) will not | ☐ Yes<br>☐ No, Explain |

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| | begin a flight with inoperable instruments or equipment installed unless the requirments of the FAA-approved minimum equipment list (MEL) are met?<br><br>Updated: Rev # 6 on 09/01/2010<br>SRRs: 121.303(d)(1); 121.303(d)(2); 121.628(a)(5)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no person may take off any airplane unless the following instruments and equipment are in operating condition: Instruments and equipment required to comply with airworthiness requirements under which the airplane is type certificated and as required by 14 CFR part 121.213 through 121.283 and 121.289.<br><br>*Sources:* 121.303(d)(1)<br><br>2. Check that the operator's manual has instructions that no person may take off any airplane unless instruments and equipment specified in 14 CFR part 121.305 through 121.321, 121.359, 121.360, and 121.803 for all operations, and the instruments and equipment specified in 14 CFR part 121.323 through 121.351 for the kind of operation indicated, (wherever these items are not already required by paragraph 14 CFR part 121.303(d)(1)), are in operable condition. Note: 14 CFR part 121.360 is a reserved regulation and listed in 14 CFR part 121.303. "[Reserved]" is a term used as a place holder within the Code of Federal Regulations.<br><br>*Sources:* 121.303(d)(2)<br><br>3. Check that the operator's manual has instructions that no person may takeoff an airplane with inoperable instructions or equipment installed unless the airplane is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing the use of the Minimum Equipment List.<br><br>*Sources:* 121.628(a)(5) | ☐ Not Applicable |
| 1.5 | Do procedures specify that a flight crew member will not begin a flight unless required appropriate current airman and medical certificates are in their possession?<br><br>Updated: Rev # 10 on 03/01/2012<br>SRRs: 121.383(a)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.6 | Do procedures specify that a PIC will not begin a flight unless he/she has appropriate aeronautical charts on board the aircraft that contain adequate information about navigation aids and instrument approach procedures?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.549(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.7 | Does the operator have procedures for updating and maintaining any databases necessary to perform the intended functions of the EFB? | ☐ Yes<br>☐ No, Explain |

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| | Updated: Rev # 12 on 09/30/2013<br>SRRs: A.061f<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Not Applicable |
| 1.8 | Does the operator have procedures to ensure that the EFB and associated software will provide the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, provide substitute information in non-electronic form?<br><br>Updated: Rev # 12 on 09/30/2013<br>SRRs: A.061g<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.9 | Do procedures specify that a PIC will not begin a flight without a working flashlight for each flight crewmember?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.549(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.10 | In supplemental operations, do procedures specify that the PIC will not begin a flight without all the appropriate information to conduct the flight safely?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.599(b); 121.603(a)<br>Kind Of Question: Supplemental<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that during Supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown.<br><br>*Sources:* 121.599(b)<br><br>2. Check that the operator's manual has instructions that before beginning a flight under supplemental operations, each pilot in command shall obtain all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight.<br><br>*Sources:* 121.603(a) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.11 | Do procedures specify that a PIC will not begin a flight without determining the status of each irregularity entered in the log at the end of the preceding flight, including as applicable, reviewing the airworthiness release or log book entries for maintenance, preventive maintenance, or alterations performed on the aircraft?<br><br>Updated: Rev # 14 on 07/24/2015<br>SRRs: 121.563; 121.709(a); 121.709(d)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.12 | In supplemental operations, do procedures specify that a PIC will not begin a flight without filing a flight plan? | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.667(a)<br>Kind Of Question: Supplemental<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that the pilot in command may not take off an aircraft unless a flight plan has been filed. The flight plan must contain the appropriate information required by Part 91, with the nearest FAA communication station or appropriate military station or, when operating outside the United States, with other appropriate authority.<br><br>*Sources:* 121.667(a)<br><br>2. Check that the operator's manual has instructions that if communications facilities are not readily available, the pilot in command shall file the flight plan as soon as practicable after the aircraft is airborne. A flight plan must continue in effect for all parts of the flight.<br><br>*Sources:* 121.667(a) | |
| 1.13 | Do procedures require the PIC to prohibit the operation of certain portable electronic devices during operation of the aircraft?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.306<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.14 | Do procedures specify that required emergency lights must be armed or turned on during taxiing, takeoff, and landing?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.310(d)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.15 | Do procedures require occupants to use a combined safety belt/shoulder harness during takeoff and landing if seats are so equipped?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.311(h)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.16 | Do procedures require the flight crew follow an approved cockpit-check procedure designed for safety that is:<br><br>• Readily usable in the cockpit; and<br>• Developed for each type of aircraft, to be used before starting engines, taking off, or landing, and in engine and systems emergencies, so that a flight crewmember will not need to rely upon his/her memory for items to be checked?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.315(a); 121.315(b); 121.315(c)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

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| 1.17 | Do procedures require appropriate use of the "Fasten Seat Belt" and “No Smoking” signs and placards?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.317(b); 121.317(c)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.18 | Do procedures appropriately limit the conditions under which the PIC may permit smoking?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.317(g)<br>Kind Of Question: Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that the pilot in command of an airplane engaged in a supplemental operation may authorize smoking on the flightdeck (if it is physically separated from any passenger compartment), but not in any of the following situations: During airplane movement on the surface or during takeoff or landing; during scheduled passenger-carrying public charter operations conducted under part 380 of this title; or during any operation where smoking is prohibited by part 252 of this title or by international agreement.<br><br>*Sources:* 121.317(g)(1)<br><br>2. Check that the operator's manual has instructions that the pilot in command of an airplane engaged in intrastate domestic operations, except during airplane movement on the surface or during takeoff or landing, may authorize smoking on the flightdeck if it is physically separated from the passenger compartment, if smoking on the flightdeck is not otherwise prohibited by part 252 of this title; the flight is conducted entirely within the same State of the United States (a flight from one place in Hawaii to another place in Hawaii through the airspace over a place outside of Hawaii is not entirely within the same State); and the airplane is either not turbojet-powered or the airplane is not capable of carrying at least 30 passengers.<br><br>*Sources:* 121.317(g)(2) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.19 | Do procedures require that flight crewmembers use supplemental oxygen when required by the cabin altitude?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.327(b)(1); 121.327(b)(2); 121.327(b)(3); 121.329(b)(1); 121.329(b)(2); 121.329(b)(3)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual, operating reciprocating engine powered airplanes, has instructions that the crewmembers on flightdeck duty must use oxygen continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties, at cabin pressure altitudes: above 10,000 feet up to and including 12,000 feet, for that part of the flight | ☐ Yes<br>☐ No, Explain |

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| | whose duration is more than 30 minutes; above 12,000 feet during the entire flight time at those altitudes.<br><br>*Sources:* 121.327(b)(1); 121.327(b)(2); 121.327(b)(3)<br><br>2. Check that the operator's manual, operating turbine engine powered airplanes, has instructions that the crewmembers on flightdeck duty must use oxygen continuously, except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties, at cabin pressure altitudes: above 10,000 feet up to and including 12,000 feet, for that part of the flight whose duration is more than 30 minutes; above 12,000 feet during the entire flight time at those altitudes.<br><br>*Sources:* 121.329(b)(1); 121.329(b)(2); 121.329(b)(3) | |
| 1.20 | For turbine-engine-powered airplanes with pressurized cabins, do the procedures require flight crewmembers to properly preflight, keep ready, and appropriately use oxygen masks?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.333(c)(1); 121.333(c)(2)(i)(A); 121.333(c)(2)(i)(B); 121.333(c)(3); 121.333(c)(4)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual operating turbine engine powered airplanes with pressurized cabins has instructions that the pilot in command, when operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flightdeck duty has a quick-donning type of oxygen mask that the operator's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410; or for airplanes having a passenger seat configuration of less than 31 seats, excluding any required crewmember seat, and a payload capacity of 7,500 pounds or less, at or below flight level 350.<br><br>*Sources:* 121.333(c)(2)(i)(A); 121.333(c)(2)(i)(B)<br><br>2. Check that the operator's manual operating turbine engine powered airplanes with pressurized cabins has instructions that the pilot in command, when operating at flight altitudes above flight level 250, one pilot at the controls of the airplane shall at all times wear and use an oxygen mask secured, sealed, and supplying oxygen, in accordance with the following: The one pilot need not wear and use an oxygen mask at or below the following flight levels if each flight crewmember on flightdeck duty has a quick-donning type of oxygen mask that the operator's manual has shown can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within five seconds: For | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | airplanes having a passenger seat configuration of more than 30 seats, excluding any required crewmember seat, or a payload capacity of more than 7,500 pounds, at or below flight level 410; or for airplanes having a passenger seat configuration of less than 31 seats, excluding any required crewmember seat, and a payload capacity of 7,500 pounds or less, at or below flight level 350.<br><br>*Sources:* 121.333(c)(3)<br><br>3. Check that the operator's manual operating turbine engine powered airplanes with pressurized cabins has instructions outlining before the takeoff of a flight, how each flight crewmember shall personally preflight his oxygen equipment to insure that the oxygen mask is functioning, fitted properly, and connected to the appropriate oxygen supply with adequate supply and pressure for use.<br><br>*Sources:* 121.333(c)(4) | |
| 1.21 | Before each flight, do procedures require flight crewmembers to check each item of protective breathing equipment (PBE) available at their duty stations?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.337(c)(1)(i); 121.337(c)(1)(ii)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions outlining before each flight, each item of PBE at a flight crewmember duty stations must be checked by the flight crewmember who will use the equipment to ensure that the equipment: for other than chemical oxygen generator systems, is functioning, is serviceable, fits properly (unless a universal-fit type), and is connected to supply terminals and that the breathing gas supply and pressure are adequate for use; or for chemical oxygen generator systems is serviceable and fits (unless a universal-fit type).<br><br>*Sources:* 121.337(c)(1)(i); 121.337(c)(1)(ii) | ☐ Yes<br>☐ No, Explain |
| 1.22 | During critical phases of flight, do procedures require that crewmembers perform only those duties and activities related to the aircraft's safe operation?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.542(a); 121.542(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.23 | Do procedures specify when flight crewmembers must remain at assigned duty stations with seat belts fastened?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.543<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that each required flight crewmember on flightdeck duty must remain at the assigned duty station with seat belt fastened while the aircraft is taking off or | ☐ Yes<br>☐ No, Explain |

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| | landing, and while it is en route.<br><br>*Sources:* 121.543(a)<br><br>2. Check that the operator's manual has instructions that each required flight crewmember on flightdeck duty may leave the assigned duty station if the crewmember's absence is necessary for the performance of duties in connection with the operation of the aircraft; is in connection with physiological needs; or is taking a rest period where an appropriately qualified relief pilot is provided.<br><br>*Sources:* 121.543(b)(1); 121.543(b)(2); 121.543(b)(3)(i); 121.543(b)(3)(ii) | |
| 1.24 | Do procedures specify who the PIC may allow to manipulate controls of the aircraft during flight?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.545<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that each required flight crewmember on flightdeck duty may not allow any person to manipulate the controls of an aircraft during flight nor may any person manipulate the controls during flight unless that person is a qualified pilot of the operator operating that aircraft; is an authorized pilot safety representative of the Administrator or of the National Transportation Safety Board who has the permission of the pilot in command, is qualified in the aircraft, and is checking flight operations; or is a pilot of another operator who has the permission of the pilot in command, is qualified in the aircraft, and is authorized by the operator operating the aircraft.<br><br>*Sources:* 121.545(a); 121.545(b); 121.545(c) | ☐ Yes<br>☐ No, Explain |
| 1.25 | Do procedures specify that only persons authorized by the operator and the FAA can be on the flightdeck?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.547; 121.548; 121.548a; 121.550<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no person may admit any person to the flightdeck of an aircraft unless the person being admitted is a crewmember; is an FAA air carrier inspector or an authorized representative of the National Transportation Safety Board who is performing official duties; or any person that has the permission of the pilot in command, an appropriate management official of the part 119 operator, and the Administrator.<br><br>*Sources:* 121.547(a)<br><br>2. Check that the operator's manual has instructions that no person | ☐ Yes<br>☐ No, Explain |

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| | may be admitted to the flightdeck of an aircraft unless there is a seat available for their use in the passenger compartment, except: an FAA air carrier inspector or an authorized representative of the Administrator or National Transportation Safety Board who is checking or observing flight operations; an air traffic controller who is authorized by the Administrator to observe ATC procedures; a certificated airman employed by the operator whose duties require an airman certificate; a certificated airman employed by another part 119 operator whose duties with that part 119 operator require an airman certificate and who is authorized by the part 119 operator operating the aircraft to make specific trips over a route; an employee of the part 119 operator operating the aircraft whose duty is directly related to the conduct or planning of flight operations or the in-flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by a responsible supervisor, listed in the Operations Manual as having that authority; or a technical representative of the manufacturer of the aircraft or its components whose duties are directly related to the in-flight monitoring of aircraft equipment or operating procedures, if his presence on the flightdeck is necessary to perform his duties and he has been authorized in writing by the Administrator and by a responsible supervisor of the operations department of the part 119 operator, listed in the Operations Manual as having that authority.<br><br>*Sources:* 121.547(c)<br><br>3. Check that the operator's manual has instructions that while conducting an inspection, an inspector of the Federal Aviation Administration who presents form FAA 110A, "Aviation Safety Inspector's Credential" or a Department of Defense (DOD) commercial air carrier evaluator presents Simulation and Analysis (S&A) Form 110B, 'DOD Commercial Air Carrier Evaluator's Credential' to the pilot in command of an aircraft operated by a operator, must be given free and uninterrupted access to the pilot's compartment of that aircraft.<br><br>*Sources:* 121.548; 121.548a<br><br>4. Check that the operator's manual has instructions that whenever an Agent of the Secret Service who is assigned the duty of protecting a person aboard an aircraft operated by a operator considers it necessary in the performance of his duty to ride on the flightdeck of the aircraft, he must, upon request and presentation of his Secret Service credentials to the pilot in command of the aircraft, be admitted to the flightdeck and permitted to occupy an observer seat thereon.<br><br>*Sources:* 121.550 | |
| 1.26 | In supplemental operations, do procedures require a PIC who knows of conditions that are a hazard to safe operations to restrict or suspend operations until those conditions are corrected?<br><br>**Note(s):**<br>*This includes hazardous conditions at the airport or on the runway.*<br><br>Updated: Rev # 3 on 12/03/2009 | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | SRRs: 121.553<br>Kind Of Question: Supplemental | |
| 1.27 | Do procedures specify that when a PIC exercises emergency authority in a domestic or flag operation, he/she will:<br><br>• Keep the appropriate ATC facility and dispatch centers fully informed of the progress of the flight; and<br>• Send a written report of any deviation through the operations manager to the Administrator within 10 days after returning to his/her home base?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.557(c)<br>Kind Of Question: Flag, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.28 | Do procedures specify that when a PIC exercises emergency authority in a supplemental operation, he/she will:<br><br>• Keep the appropriate ATC facility fully informed of the progress of the flight; and<br>• Send a written report of any deviation through the director of operations to the Administrator within 10 days after the completion of the flight, or in case of operations outside the United States, upon return to the home base?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.559(c)<br>Kind Of Question: Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.29 | Do procedures require the PIC to notify an appropriate ground station as soon as practicable if the PIC encounters a meteorological condition or an irregularity in a ground or navigational facility during flight that he/she thinks is essential for other flights to be advised?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.561(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.30 | Do procedures require the PIC to record all discrepancies discovered during the flight in the maintenance log?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.563<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.31 | In case of engine failure or shutdown, do procedures specify the PIC's landing and reporting requirements?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.565<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:* | ☐ Yes<br>☐ No, Explain |

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| | 1. Check that the operator's manual has instructions that, except as provided in paragraph (b) of this section, whenever an engine of an airplane fails or whenever the rotation of an engine is stopped to prevent possible damage, the pilot in command shall land the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made.<br><br>*Sources:* 121.565(a)<br><br>2. Check that the operator's manual has instructions that the pilot in command shall report each stoppage of engine rotation in flight to the appropriate ground radio station as soon as practicable and shall keep that station fully informed of the progress of the flight.<br><br>*Sources:* 121.565(c) | |
| 1.32 | Do procedures prohibit instrument approaches that are contrary to IFR weather minimums and instrument approach procedures set forth in the operations specifications?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.567<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.33 | Do procedures prohibit airplane movement on the surface, takeoff, and landing unless food, beverage, and passenger service equipment is stowed?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.577(a); 121.577(b); 121.577(c); 121.577(d)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no operator may move an airplane on the surface, take off, or land when any food, beverage, or tableware furnished by the operator is located at any passenger seat, and food and beverage trays, seat back tray tables, passenger serving carts, and each movie screen that extends into the aisle is secured in the stowed position.<br><br>*Sources:* 121.577(a); 121.577(b); 121.577(c); 121.577(d) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.34 | Do procedures specify the minimum altitudes for using autopilots?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.579<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that during enroute operations, no person may use an autopilot enroute, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under cruise conditions or less than 500 feet, whichever is higher. | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | *Sources:* 121.579(a)<br><br>2. Check that the operator's manual has instructions that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are less than the basic VFR weather conditions in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than 50 feet higher than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions.<br><br>*Sources:* 121.579(b)(1)<br><br>3. Check that the operator's manual has instructions that during approaches, when using an instrument approach facility, no person may use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the Airplane Flight Manual for a malfunction of the autopilot under approach conditions, or less than 50 feet below the approved minimum descent altitude or decision height for the facility, whichever is higher. However, when reported weather conditions are equal to or better than the basic VFR minimums in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler for ILS approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the Airplane Flight Manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 feet, whichever is higher.<br><br>*Sources:* 121.579(b)(2) | |
| 1.35 | Do procedures ensure that the appropriate seat, equipped and selected by the Administrator, is available for an FAA inspector conducting an en route inspection?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.581<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.36 | Do procedures specify that the flight deck door may not be unlocked or opened during aircraft movement unless an approved audio procedure and visual device are used?<br><br>**Note(s):**<br>*While the preamble allows that all-cargo operators equipped with a flight deck door as prescribed by 121.313(f) may implement the requirements of this rule, they are not specifically required to do so.*<br>*For Combi-configured aircraft, carrying passengers and cargo, those operations must meet the requirements of this rule.*<br><br>Updated: Rev # 11 on 03/01/2013<br>SRRs: 121.584<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| 1.37 | When carrying passengers, and not following the passenger-carrying requirements, do procedures specify that all such passengers are briefed by an appropriate crewmember concerning:<br><br>• Smoking;<br>• The use of seat belts;<br>• The location and operation of emergency equipment;<br>• The use of oxygen and emergency oxygen equipments;<br>• For extended overwater operations:<br>  ○ the location of the rafts; and<br>  ○ the location and operation of life preservers, including a demonstration of the donning and inflating a life preserver?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.583(c)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.38 | Do procedures specify that the aircraft must not be taxied or pushed back until the cabin is properly prepared?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.585(g); 121.589(b)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no person may allow taxi or pushback unless at least one required crewmember has verified that no exit seat is occupied by a person the crewmember determines is likely to be unable to perform the applicable functions listed in paragraph (d) of this section.<br><br>*Sources:* 121.585(g)<br><br>2. Check that the operator's manual has instructions that no person may allow passenger entry doors of an airplane to be closed in preparation for taxi or pushback unless at least one required crewmember has verified that each article of baggage is stowed in accordance with this section and Sec. 121.285(c) and (d) of this part.<br><br>*Sources:* 121.589(b) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.39 | If the aircraft has a lockable flight crew compartment door and is carrying passengers, do procedures require the PIC to ensure that the flightdeck door is locked during flight?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.587<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.40 | Do procedures specify that no pilot may operate an airplane at any airport that is not appropriately certificated?<br><br>**Note(s):**<br>*Limited exceptions to this requirement include:* | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | • *Airport specific exemptions issued by the Administrator as described in 49 USC 44706 (c)*<br>• *Departure or arrival alternate airports*<br>• *Airports operated by the U.S. Government (military airports)*<br>• *Certain operations not conducted using Domestic, Flag, or Supplemental rules*<br><br>Updated: Rev # 4 on 03/04/2010<br>SRRs: 121.590<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no pilot being used in the conduct of operations governed by this part into a land airport of any State of the United States, the District of Columbia, or any territory or possession of the United States, unless that airport is certificated under part 139 of this chapter. However, the operator may designate and use as a required alternate airport for departure or destination, an airport that is not certificated under part 139 of this chapter.<br><br>*Sources:* 121.590(a); 121.590(b)(1)<br><br>2. Check that the operator's manual has instructions that no pilot being used in the conduct of operations governed by this part, operates to an airport operated by the U.S. Government that is not certified under Part 139 of this chapter unless that airport meets the equivalent safety standards for airports certified under Part 139 of this chapter and meets the classification requirements under Part 139 of this chapter for the type of aircraft and operation to be conducted.<br><br>*Sources:* 121.590(c)<br><br>3. Check that the operator's manual has instructions that no pilot when conducting operations under this part and not conducting domestic, flag, or supplemental operations may operate to a land airport not certified under part 139 of this chapter only when the airport is adequate for the operation; and when carrying passengers at night, the pilot has determined the wind direction and the area for takeoff or landing is clearly shown.<br><br>*Sources:* 121.590(d) | |
| 1.41 | Do procedures specify for flight under supplemental operations, the pilot in command shall obtain any additional available information of meteorological conditions, facilities, and services that may affect the safety of the flight?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.603(b)<br>Kind Of Question: Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.42 | Do procedures require the PIC to discontinue a flight in unsafe conditions?<br><br>Updated: Rev # 3 on 12/03/2009 | ☐ Yes<br>☐ No, Explain |

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| | SRRs: 121.627(a)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.43 | Do procedures require the PIC to follow approved procedures if equipment fails?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.627(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.44 | When icing conditions exist or are expected, which might adversely affect the safety of the flight, do procedures prohibit the flight crew from operating the aircraft?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.629<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no person may dispatch or release an aircraft, continue to operate an aircraft en route, or land an aircraft when in the opinion of the pilot in command or aircraft dispatcher (domestic and flag operations only), icing conditions are expected or met that might adversely affect the safety of the flight.<br><br>*Sources:* 121.629(a)<br><br>2. Check that the operator's manual has instructions that no person may take off an aircraft when frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. Takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator.<br><br>*Sources:* 121.629(b)<br><br>3. Check that the operator's manual has instructions that except as provided in paragraph (d) of this section, no person may dispatch, release, or take off an aircraft any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft, unless the operator has an approved ground deicing/anti-icing program in its operations specifications and unless the dispatch, release, and takeoff comply with that program.<br><br>*Sources:* 121.629(c) | ☐ Yes<br>☐ No, Explain |
| 1.45 | Do procedures properly address changes to dispatch or flight releases while en route, regarding destination or alternate airports or weather minimums?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.631(b); 121.631(f)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:* | ☐ Yes<br>☐ No, Explain |

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| | 1. Check that the operator's manual has instructions that no person may allow a flight to continue to an airport to which it has been dispatched or released unless the weather conditions at an alternate airport that was specified in the dispatch or flight release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport. However, the dispatch or flight release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in Sections 121.639 through 121.647.<br><br>*Sources:* 121.631(b)<br><br>2. Check that the operator's manual has instructions that no person may change an original destination or alternate airport that is specified in the original dispatch or flight release to another airport while the aircraft is en route unless the other airport is authorized for that type of aircraft and the appropriate requirements of Sections 121.593 through 121.661 and 121.173 are met at the time of redispatch or amendment of the flight release.<br><br>*Sources:* 121.631(f) | |
| 1.46 | In domestic operations, do procedures specify the minimum weather conditions for takeoff under VFR?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.649<br>Kind Of Question: Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that except as provided in paragraph (b) of this section, regardless of any clearance from ATC, no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than the following: For day operations--1,000 foot ceiling and one-mile visibility; for night operations--1,000-foot ceiling and two-mile visibility.<br><br>*Sources:* 121.649(a)(1); 121.649(a)(2)<br><br>2. Check that the operator's manual, who is conducting domestic operations, has instructions where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to 1/2 miles, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction.<br><br>*Sources:* 121.649(b) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.47 | Do procedures specify the minimum weather conditions for takeoff under IFR?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.651(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.48 | Do procedures specify the minimum weather conditions under which a pilot | ☐ Yes |

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| | may continue an approach past the final approach fix or, where a final approach fix is not used, begin the final approach segment of an instrument approach?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.651(b)(1); 121.651(b)(2)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that no pilot continues an approach past the final approach fix, or where a final approach fix is not used, begins the final approach segment of an instrument approach procedure--At any airport, unless the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, issues a weather report for that airport; and at airports within the United States and its territories or at U.S. military airports, unless the latest weather report for that airport issued by the U.S. National Weather Service, a source approved by that Service, or a source approved by the Administrator, reports the visibility to be equal to or more than the visibility minimums prescribed for that procedure.<br><br>*Sources:* 121.651(b)(1); 121.651(b)(2) | ☐ No, Explain<br>☐ Not Applicable |
| 1.49 | Do procedures specify the pilot's requirements to continue an approach below DH or MDA after receiving a weather report about below-minimum conditions?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.651(c)(1); 121.651(c)(2); 121.651(c)(3)(i)thru(x); 121.651(c)(4)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that when the pilot in command has begun the final approach segment of an instrument approach procedure in accordance with 14 CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if: the descent rate and normal maneuvering will allow touchdown to occur within the touchdown zone of the runway of intended landing; the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used; and at least one of the following is visual references for the runway to be used is visible (except Category II and III operations where visual references are specified by authorization of the Administrator): the approach light system, but not below 100 feet above touchdown zone elevation unless red terminating bars or side row bars are visible, the threshold, the threshold markings, the threshold lights, the runway end identifier lights, the visual approach slope indicator, the touchdown zone or touchdown zone markings, the touchdown zone lights, the runway or runway markings, the runway lights.<br><br>*Sources:* 121.651(c)(1); 121.651(c)(2); 121.651(c)(3)(i)thru(x)<br><br>2. Check that the operator's manual has instructions that when the pilot | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | in command has appropriately begun the final approach segment of an instrument approach procedure in accordance with 14 CFR 121.651(b) and after that receives a later weather report indicating below-minimum conditions, the pilot may continue the approach to DH or MDA. Upon reaching DH or at MDA, and at any time before the missed approach point, the pilot may continue the approach below DH or MDA and touch down if the aircraft is on a straight-in nonprecision approach procedure which incorporates a visual descent point, the aircraft has reached the visual descent point, except where the aircraft is not equipped for or capable of establishing that point, or a descent to the runway cannot be made using normal procedures or rates of descent if descent is delayed until reaching that point.<br><br>*Sources:* 121.651(c)(4) | |
| 1.50 | Do procedures specify the lower requirements and restrictions for an instrument approach (other than a Category II or Category III procedure) at an airport served by an operative ILS and an operative PAR, where both are used by the pilot for the approach?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.651(d)<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that when the pilot in command may begin the final approach segment of an instrument approach procedure other than a Category II or Category III procedure at an airport when the visibility is less than the visibility minimums prescribed for that procedure if that airport is served by a operative ILS and an operative PAR, and both are used by the pilot.<br><br>*Sources:* 121.651(d)<br><br>2. Check that the operator's manual has instructions that when the pilot in command may not operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless: the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers and where such a descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing; the flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used; and at least one of the following is visual references for the runway to be used is visible (except Category II and III operations where visual references are specified by authorization of the Administrator): the approach light system, but not below 100 feet above touchdown zone elevation unless red terminating bars or side row bars are visible, the threshold, the threshold markings, the threshold lights, the runway end identifier lights, the visual approach slope indicator, the touchdown zone or touchdown zone markings, the touchdown zone lights, the runway or runway markings, the runway lights.<br><br>*Sources:* 121.651(d)(1); 121.651(d)(2); 121.651(d)(3)(i)thru(x) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| 1.51 | When making an IFR takeoff, approach, or landing at a foreign airport, do the procedures require pilots to follow the applicable instrument approach procedures and weather minimums for that airport, unless otherwise authorized in the operations specifications?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.651(f)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.52 | Do procedures specify minimum altitudes for en route operations?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.657<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that the pilot in command may not operate an aircraft below the day VFR or night VFR minimums except when necessary for takeoff or landing, except after considering the character of the terrain, the quality and quantity of meteorological services, the navigational facilities available, and other flight conditions. Outside of the United States the minimums prescribed in this section are controlling unless higher minimums are prescribed in the operator operations specifications or by the foreign country over which the aircraft is operating.<br><br>*Sources:* 121.657(a)<br><br>*Interfaces:* 5.1.2(AW);<br><br>2. Check that the operator's manual has instructions that the pilot in command may not descend an aircraft lower than 1,000 feet above the top of the lower cloud or the minimum altitude determined by the Administrator for that part of the IFR approach, whichever is lower.<br><br>*Sources:* 121.659(b)<br><br>3. Check that the operator's manual has instructions that no operator conducting domestic operations in a passenger carrying aircraft and no operator conducting flag or supplemental operations may operate any aircraft under VFR during the day at an altitude less than 1,000 feet above the surface or less than 1,000 feet from any mountain, hill, or other obstruction to flight.<br><br>*Sources:* 121.657(b)<br><br>4. Check that the operator's manual, who is authorized to conduct night VFR, IFR, and over the top operations, has instructions that no pilot may operate an aircraft under IFR including over the top or at night under VFR at an altitude less than 1,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course, or, in designated mountainous areas, less than 2,000 feet above the highest obstacle within a horizontal distance of five miles from the center of the intended course.<br><br>*Sources:* 121.657(c) | ☐ Yes<br>☐ No, Explain |

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| | 5. Check that the operator's manual, who is authorized to conduct day over the top operations below minimum enroute altitudes, has instructions that a pilot may conduct day over the top operations in an airplane at flight altitudes lower than the minimum enroute IFR altitude if: the operation is conducted at least 1,000 feet above the top of lower broken or overcast cloud cover the top of the lower cloud cover is generally uniform and level flight visibility is at least five miles the base of any higher broken or overcast cloud cover is generally uniform and level and is at least 1,000 feet above the minimum enroute IFR altitude for the route segment.<br><br>*Sources:* 121.657(d)(1); 121.657(d)(2); 121.657(d)(3); 121.657(d)(4) | |
| 1.53 | Do procedures restrict initial approach descents until the aircraft arrives over the navigation facility?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.659; 121.661<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions that the pilot in command may not descend an aircraft below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established when making an initial approach to a radio navigation facility under IFR.<br><br>*Sources:* 121.659(a)<br><br>2. Check that the operator's manual has instructions that the pilot in command may not commence an instrument approach until his arrival over the radio facility has definitely been established. When making an initial approach on a flight being conducted under Sec. 121.657(d).<br><br>3. Check that the operator's manual has instructions when making an initial approach to a radio navigation facility under IFR, the pilot in command may not descend below the pertinent minimum altitude for initial approach (as specified in the instrument approach procedure for that facility) until his arrival over that facility has been definitely established.<br><br>*Sources:* 121.661 | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.54 | For domestic and flag operations, do procedures specify the requirements for disposition of copies of the load manifest, dispatch release, and flight plan by the PIC?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.695(a)<br>Kind Of Question: Flag, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual for Domestic or Flag operations has instructions that the pilot in command of an airplane shall carry in | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | the airplane to its destination a copy of the: completed load manifest (or information from it, except information concerning cargo and passenger distribution); dispatch release; flight plan.<br><br>*Sources:* 121.695(a) | |
| 1.55 | For supplemental operations, do procedures specify the requirements for disposition of copies of the load manifest, flight release, airworthiness release, pilot route certification, and flight plan?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.697(a); 121.697(c)<br>Kind Of Question: Supplemental<br><br>*Related Design JTIs:*<br><br>1. Check that a supplemental operator's manual has instructions that the pilot in command (or another person not aboard the airplane who is authorized by the operator) shall, before or immediately after departure of the flight, mail signed copies of the documents listed in paragraph (a) of this section, to the principal base of operations, if a flight originates at a place other than the operator's principal base of operations.<br><br>*Sources:* 121.697(c)<br><br>2. Check that a supplemental operator's manual has instructions that the pilot in command of an airplane shall carry in the airplane to its destination the original or a signed copy of the: load manifest; flight release; airworthiness release; pilot route certification; and flight plan.<br><br>*Sources:* 121.697(a) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.56 | If a component critical to the safety of the flight fails or malfunctions on an airframe, engine, propeller, or appliance, do procedures require each person who takes action to record that action in the airplane's maintenance log?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.701(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.57 | Does the manual contain procedures that address flightcrew communication and coordination with flight attendants during evacuations?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.397(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.58 | If a PIC has to deviate from an ATC clearance or instruction in an emergency, or when responding to a traffic alert and collision avoidance system resolution advisory, do procedures require the PIC to notify ATC of the deviation as soon as possible?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.123(c)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.59 | When a PIC cancels or completes a flight under an activated flight plan, do | ☐ Yes |

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| | procedures require him/her to notify an FAA Flight Service Station or ATC facility?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.153(b); 91.169(d)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ No, Explain |
| 1.60 | When part 97 of this chapter requires a standard instrument approach procedure to the first airport of intended landing, or the Administrator has issued a special instrument approach procedure, do procedures explain that no alternate airport is needed when filing an IFR plan if appropriate weather reports or forecasts (or a combination of them) indicate that for at least 1 hour before and for 1 hour after the estimated time of arrival:<br><br>• The ceiling will be at least 2,000 feet above the airport elevation; and<br>• The visibility will be at least 3 statute miles?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.169(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.61 | Do procedures specify that, unless otherwise authorized by the Administrator, no person may include an alternate airport in an IFR flight plan unless appropriate weather reports or weather forecasts, or a combination thereof, indicate that, at the estimated time of arrival at the alternate airport:<br><br>• The ceiling and visibility at that airport will be at or above the alternate airport weather minimums prescribed in an instrument approach procedure that has been published in part 97 of this chapter; or<br>• A special instrument approach procedure has been issued by the Administrator to the operator, for that airport?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.169(c); 91.169(c)(1)(i)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.62 | Do procedures specify that no pilot may operate an aircraft at any airport below the authorized minimum descent altitude (MDA) unless:<br><br>• The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers;<br>• That descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing; and<br>• The flight visibility is not less than the visibility prescribed in the standard instrument approach being used?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.175(c); 91.175(c)(1); 91.175(c)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.63 | Do procedures specify that no pilot may operate an aircraft at any airport below the authorized decision height (DH) unless: | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | • The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers;<br>• That descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing; and<br>• And the flight visibility is not less than the visibility prescribed in the standard instrument approach being used?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.175(c); 91.175(c)(1); 91.175(c)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.64 | Do procedures specify that no pilot may operate an aircraft at any airport below the authorized MDA or continue an approach below the authorized decision height (DH) unless the pilot can see and identify at least one of the following visual references for the intended runway:<br><br>• The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable;<br>• Threshold;<br>• Threshold markings;<br>• Threshold lights;<br>• Runway end identifier lights;<br>• Visual approach slope indicator;<br>• Touchdown zone or touchdown zone markings;<br>• Touchdown zone lights;<br>• Runway or runway markings; or<br>• Runway lights?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.175(c)(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.65 | For each aircraft operated under IFR in controlled airspace, do procedures specify that the PIC must have a continuous watch maintained on the appropriate frequency and must report as soon as possible by radio:<br><br>• Time and altitude of passing each designated reporting point or the reporting points specified by ATC (except that while the aircraft is under radar control, only the passing of those reporting points specifically requested by ATC need be reported);<br>• Any un-forecast weather conditions encountered; and<br>• Any other information relating to flight safety?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.183<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.66 | For each pilot who has two-way radio communications failure when operating under IFR in VFR conditions or who encounters VFR conditions after the | ☐ Yes<br>☐ No, Explain |

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| | failure, do procedures specify that he/she must continue the flight under VFR and land as soon as practicable?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.185(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Not Applicable |
| 1.67 | For each pilot who has two-way radio communications failure when operating under IFR (in IFR or VFR conditions) and cannot maintain VFR conditions, do procedures specify that he/she must continue the flight:<br><br>• By the route assigned in the last ATC clearance received; or<br>• If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance; or<br>• In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or<br>• In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.185(c)(1); 91.185(c)(1)(i); 91.185(c)(1)(ii); 91.185(c)(1)(iii); 91.185(c)(1)(iv)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.68 | Do procedures specify that each pilot who has two-way radio communications failure when operating under IFR (in IFR or VFR conditions) and cannot maintain VFR conditions, must continue the flight at the highest of the following altitudes or flight levels for the route segment being flown:<br><br>• Altitude or flight level assigned in the last ATC clearance;<br>• The minimum altitude (converted, if appropriate, to minimum flight level as prescribed in Sec. 91.121(c)) for IFR operations; or<br>• Altitude or flight level ATC has advised may be expected in a further clearance?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.185(c)(2); 91.185(c)(2)(i); 91.185(c)(2)(ii); 91.185(c)(2)(iii)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.69 | Do procedures specify that each pilot who has two-way radio communications failure when operating under IFR (in IFR or VFR conditions) and cannot maintain VFR conditions, must continue the flight to the clearance limit when the clearance limit is a fix from which an approach begins, and then commence a descent or a descent and approach:<br><br>• As close as possible to the expect-further-clearance time if one has been received; or<br>• If one has not been received, as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route?<br><br>Updated: Rev # 3 on 12/03/2009 | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | SRRs: 91.185(c)(3); 91.185(c)(3)(i)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.70 | If a pilot has two-way radio communications failure when operating under IFR (in IFR or VFR conditions) and cannot maintain VFR conditions, do procedures specify that he/she must continue the flight:<br><br>• To the clearance limit if the clearance limit is not a fix from which an approach begins, and then leave the clearance limit at the expect-further-clearance time if one has been received; or<br>• If no EFC time has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins and commence a descent or a descent and approach as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 91.185(c)(3); 91.185(c)(3)(ii)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.71 | Do procedures specify that the PIC of each aircraft operated in controlled airspace under IFR must report as soon as practical to ATC any navigational, approach, or communication equipment fails in flight.<br><br>**Note(s):**<br>*This report must include:*<br><br>• *Aircraft identification;*<br>• *The equipment affected;*<br>• *The degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and*<br>• *The nature and extent of assistance desired from ATC.*<br><br>Updated: Rev # 4 on 03/04/2010<br>SRRs: 91.187<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.72 | Do procedures specify that whenever a flight recorder or flight data recorder required by this section is installed, it must be operated continuously from the instant the airplane begins the takeoff roll until it has completed the landing roll at an airport?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.343(g); 121.344(g)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.73 | For each person operating an airplane required to have approved airborne weather radar equipment installed, do procedures specify that he/she must operate the airplane according to approved instructions and procedures specified in the operations manual if the airborne weather radar becomes inoperative en route?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.357(c)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| 1.74 | In domestic or flag operations, if an emergency situation requires immediate decision and action, do procedures specify that the PIC may take any action that he/she considers necessary under the circumstances and may deviate from prescribed operations procedures and methods, weather minimums, and this chapter, to the extent required in the interests of safety?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.557(a)<br>Kind Of Question: Flag, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.75 | If the operator has an approved flightdeck access eligibility program, does it meet the requirements of operations specifications, paragraph A048?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: A.048<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.76 | If issued OpSpec A354 In-Trail Procedures (ITP) using ADS-B IN, do the operator's procedures require the flight crew to comply with all the Limitations and Provisions?<br><br>Updated: Rev # 11 on 03/01/2013<br>SRRs: A.354<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.77 | For Parabolic Flight Operations, do procedures contain instructions and information about:<br><br>• Preflight checks that ensure that cargo compartments are devoid of any contents; and<br>• Illness or injury of participants during parabolic flight operations that include conditions under which parabolic flight will be terminated and a qualified medical opinion is obtained as to whether medical attention should be sought for an individual?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: A.362c(8); A.362c(8)(a); A.362c(8)(b)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.78 | In case of degraded navigation capabilities or satellite system outages, do procedures contain instructions and information for the flightcrew on IFR Navigation using GPS/WAAS RNAV Systems?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.030d(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.79 | For IFR Navigation using GPS/WAAS RNAV Systems, do procedures contain instructions and information for the flightcrew so that Receiver Autonomous Integrity Monitoring (RAIM) predictions are performed before each IFR flight to ensure satisfactory signal coverage is available?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.030d(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| 1.80 | For Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems, do procedures describe obtaining an ATC clearance to permit the flight to return to and use airways navigation facilities for navigation, if the ATC radar fails or the area or long-range navigation equipment fails?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.035d(4)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.81 | For Class II Navigation using Multiple Long-Range Navigation Systems (LRNS), do procedures specify that, unless specifically authorized elsewhere in these operations specifications, the operator must not conduct Class II navigation operations within Central East Pacific (CEPAC) Composite Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or Areas of Magnetic Unreliability?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.036<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.82 | For Class II Navigation using LRNS, do procedures explain that for areas where these accuracy and navigation performance standards have not been formally established, the long-range navigation system must be used to continuously navigate the aircraft so that the cross track and/or the along track errors will not exceed 25 nautical miles anywhere along the flight plan route specified in the ATC clearance, so that the aircraft is continuously navigated to the degree of accuracy or required navigation performance (RNP) type required for air traffic control?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.036b(1)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.83 | For Class II Navigation using LRNS, do procedures specify that before entering any airspace requiring the use of a long-range navigation system, the aircraft position must be accurately fixed using airways navigation facilities or ATC radar, and after exiting this airspace, the aircraft position must be accurately fixed and the long-range navigation system error must be determined and logged following the operator's approved procedures?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.036b(4)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.84 | For Extended Overwater Operations using a Single Long-Range Communication System (SLRCS), do procedures ensure that:<br><br>• The operator may not release a flight, nor may any PIC operate over any airway or other approved route having a two-way very high frequency (VHF) radio communications gap of more than 30 minutes when operating at the aircraft's normal en route operating altitude; and<br>• Each PIC confirms that a functional check is done on the SLRCS before entering oceanic airspace to ensure that it works in that airspace?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.045; B.045c(5); B.045c(7) | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | Kind Of Question: Flag, Supplemental, Domestic | |
| 1.85 | For Extended Overwater Operations using a SLRCS, during flight operations along any airway or other approved route, when the two-way VHF radio communications between the airplane and the ATC facility in operational control can no longer be maintained, do procedures require each PIC to make sure that the SLRCS is used to maintain:<br><br>• A continuous listening watch; and<br>• When necessary, two-way communications with the ATC facility in operational control of the oceanic airspace?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.045c(6); B.045c(6)(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.86 | For Extended Overwater Operations using a SLRCS, while operating under 14 CFR part 121, do procedures require the PIC of each aircraft to report that aircraft's position to the dispatch office immediately before entering and immediately after departing the route segment along which two-way VHF communications with the dispatch office cannot be maintained?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.045<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.87 | For the conduct of en route Class I and Class II navigation operations under 14 CFR part 121 in accordance with VFR, do procedures indicate that the PIC must:<br><br>• Operate the flight in areas and at flight altitudes that permit VFR station-referenced Class I navigation or Class II navigation, using an approved navigational system; and<br>• Monitor the appropriate ATC frequencies and operate the flight in accordance with VFR station-referenced navigation requirements?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.051; B.051a(4)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.88 | For the conduct of en route Class I and Class II navigation operations under 14 CFR part 121 in accordance with VFR, do procedures specify that unless an IFR clearance is obtained en route, the PIC must:<br><br>• Operate the flight with the VFR weather minimums of 3 statute miles flight visibility; and<br>• Maintain a distance from clouds of 500 feet below, 1,000 feet above, and 2,000 feet horizontal or follow the requirements prescribed in section 91.155, whichever are higher?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.051a(5)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| 1.89 | For Class II Navigation Using Single Long-Range Navigation System (S-LRNS), do procedures require that before entering any airspace requiring the use of a LRNS, the aircraft position must be accurately fixed using airways navigation facilities or ATC radar, and after exiting any airspace requiring the use of a LRNS, the aircraft position must be accurately fixed and the long-range navigation system error must be determined and logged following the operator's approved procedures?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.054b; B.054b(4)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.90 | For Class II Navigation Using S-LRNS, are there procedures that are required to be used if the S-LRNS is lost after dispatch?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.054b(7)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.91 | For Fuel Reserves during Flag and Supplemental Operations, do approved procedures call for a flight monitoring and recording system, in which the flightcrew and dispatcher or flight follower, as applicable, verify at regular intervals en route the airplane's position, route, altitude, and fuel-onboard compared to flight-planned fuel-onboard at that point?<br><br>**Note(s):**<br>*Intervals between reports shall not exceed 1.5 hours.*<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.343d; B.343d(8)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.92 | For Fuel Reserves in Flag and Supplemental Operations, do procedures require the flightcrew to report as soon as practical any of the following:<br><br>• When the estimated time of arrival at the destination exceeds 15 minutes beyond the flight plan estimated time of arrival (ETA);<br>• When the cruise altitude varies by four thousand (4,000) feet from the flight plan; or<br>• The airplane exceeds one hundred (100) miles from the flight-planned route?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.343d(9)(a)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.93 | For Fuel Reserves in Flag and Supplemental Operations, do procedures specify that reports required by this paragraph shall indicate that if a portion of en-route reserve fuel will be consumed, the PIC and dispatcher or flight follower must:<br><br>• Coordinate as soon as practical;<br>• Agree on an action; and<br>• Have that decision recorded until the completion of the flight? | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | Updated: Rev # 3 on 12/03/2009<br>SRRs: B.343d(9)(a); B.343d(9)(b)(i); B.343d(9)(b)(ii); B.343d(9)(c)<br>Kind Of Question: Flag, Supplemental | |
| 1.94 | For Fuel Reserves in Flag and Supplemental Operations, do procedures specify that both flightcrew and the dispatcher or flight follower, as applicable, must make available all reports required by this operations specification until completion of the flight?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.343d(9)(d)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.95 | For Fuel Reserves in Flag and Supplemental Operations, do procedures specify about other criteria relative to the flight monitoring and recording system that the FAA-accepted procedures must be in the operator's manual?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: B.343d(9)(e)<br>Kind Of Question: Flag, Supplemental | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.96 | For Instrument Approach Procedure Authorizations, do procedures specify that the operator is only authorized to conduct the types of instrument approach procedures listed in operations specification C052?<br><br>Updated: Rev # 13 on 06/23/2014<br>SRRs: C.052<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.97 | Do procedures that address landing minimums for turbojet airplanes require a PIC of a turbojet airplane to not begin an instrument approach procedure when the visibility conditions are reported to be less than 3/4 statute mile, or Runway Visual Range (RVR) 4000, unless fifteen percent additional runway length is available over the landing field length specified for the destination airport by the appropriate sections of the CFR?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.054b(2); C.054b(2)(a)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.98 | If an instrument approach procedure has been published under 14 CFR part 97, or the Administrator has issued a special instrument approach procedure to the operator for that airport, do procedures specify that, in order to list the airport as an alternate, the alternate airport minimums are those derived from table 1 in Operation Specifications C055?<br><br>Updated: Rev # 10 on 03/01/2012<br>SRRs: C.055b(1); 121.625<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.99 | Do procedures for identifying Alternate Airport IFR Weather Minimums specify that the operator must only use an applicable minimum derived from the table in C055, and in determining alternate airport weather minimums, the operator must not use any published instrument approach procedure that specifies that alternate airport weather minimums are not authorized?<br><br>Updated: Rev # 3 on 12/03/2009 | ☐ Yes<br>☐ No, Explain |

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| | SRRs: C.055; C.055b(1); C.055b(2)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.100 | If an airplane has a maximum certificated takeoff gross weight of more than 75,000 pounds and is operating from a noise sensitive airport within the United States, do procedures for Noise Abatement Departure Profiles (NADP) specify that the operator must use the approved NADPs for those turbojet airplanes.<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.068<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.101 | Do procedures for Noise Abatement Departure Profiles (NADP) require the operator to conduct all NADPs in accordance with the restrictions and limitations specified in this paragraph and to not conduct any other noise abatement departure profile operations?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.068<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.102 | Do procedures for Noise Abatement Departure Profiles (NADP) indicate that for each NADP, the operator must specify the altitude above the field elevation (AFE) at which thrust reduction from takeoff thrust (Close-In Profile) or airplane configuration change (Distant Profile), excluding gear retraction, is initiated?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.068a<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.103 | Do procedures for Noise Abatement Departure Profiles (NADP) indicate that the operator must use the Close-In NADP criteria listed in C068b(1) through b(6) for individual airplane types intended to provide noise reduction for noise-sensitive areas located near the departure end of the runway?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.068b<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.104 | Do procedures for Noise Abatement Departure Profiles (NADP) indicate that the operator must use the Distant NADP criteria listed in C068c(1) through c(6) for individual airplane types intended to provide noise reduction for all other noise-sensitive areas?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.068c<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.105 | Do procedures for autopilot engagement after takeoff and during initial climb for Auto Flight Guidance System (AFGS) operations indicate that the pilot must not engage the autopilot unless the AFGS used is fully operational?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.071; C.071a(1)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.106 | Are the engine-out departure procedures specifically designed for use during the 10-minute takeoff thrust time limits included? | ☐ Yes<br>☐ No, Explain |

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| | Updated: Rev # 3 on 12/03/2009<br>SRRs: C.072b<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Not Applicable |
| 1.107 | Do procedures for Terminal VFR Operations specify that the operator is authorized to conduct Terminal IFR departures and ensures the flightcrew complies with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.077d<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.108 | Do procedures for Terminal VFR Operations specify that the operator is authorized to conduct Terminal IFR departures and the flightcrew may accept an IFR clearance containing a clearance for a visual meteorological conditions (VMC) takeoff and climb out to a specified point in the clearance, if the limitations and provisions of subparagraph f. of these operations specifications are met?<br><br>Updated: Rev # 7 on 06/01/2011<br>SRRs: C.077f<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.109 | Do procedures for Terminal VFR Operations specify that the operator must identify obstacles and use airport obstacle data that ensures that the performance requirements of 14 CFR part 121 Subpart I are met?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.077f(1)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.110 | Do procedures for Terminal VFR Operations specify that the weather conditions must allow the flightcrew to identify and avoid obstacles and safely maneuver, using external visual references and maintaining minimum altitudes?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.077f(2)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.111 | For 14 CFR part 97 Non-Precision Instrument Approaches using an Area Navigation System approved for Required Navigation Performance (RNP) Operations, do procedures allow the selection of the flight management computer's (FMC's) RNP approaches from the FMC navigation database and prohibit the modification of approach waypoints?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.300; C.300b(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.112 | For 14 CFR part 97 Non-Precision Instrument Approaches using an Area Navigation System approved for Required Navigation Performance (RNP) Operations, do procedures specify that:<br><br>• Before initiating the final approach segment, the flightcrew must verify that the Actual Navigation Performance (ANP) of the RNAV system is | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | equal to or less than the RNP specified for the operation; and<br>• Inside the final approach fix, unless in visual conditions, the flightcrew will execute a missed approach in the event that the ANP becomes greater than the RNP specified for the operation?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: C.300; C.300b(4); C.300b(5)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.113 | If issued an exemption to 14 CFR part 121.619, Domestic Destination Alternate Airport Requirements, do procedures require the flight crew to comply with the conditions and limitations of the individual exemption as listed in OpSpec A005?<br><br>Updated: Rev # 11 on 03/01/2013<br>SRRs: A.005Exemptions and Deviations; 121.619<br>Kind Of Question: Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.114 | Do the procedures contain the intent of the guidance in FAA Order 8900.1, Volume 4, Chapter 2?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.115 | Do the procedures contain the intent of the guidance in FAA Order 8900.1, Volume 4, Chapter 3?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.116 | Do the procedures contain the intent of the guidance in FAA Order 8900.1, Volume 4, Chapter 4?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.117 | Do the procedures contain the intent of the guidance in AC 120-48, paragraphs 5-9, including:<br><br>• Cockpit-to-cabin communications during takeoff and landing, turbulence, and emergencies;<br>• Cabin-to-cockpit communications;<br>• Emergency procedures;<br>• Normal operations; and<br>• Practices and procedures, including preflight briefings?<br><br>Updated: Rev # 11 on 03/01/2013<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions regarding a good flightdeck/cabin preflight briefing that gives the flight attendants the names of the flight crewmembers, the in-flight weather, the estimated flight time, and any unusual circumstances expected during the flight. | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | Other topics can also be covered such as flightdeck entry procedures, a review of emergency communication procedures, details of the meal service, or any topic that any crewmember considers to be important. The briefing should allow crewmembers to solicit information from each other and to bring to the attention of the other crewmembers any information that they believe to be relevant.<br><br>*Sources:* AC 120-48 | |
| 1.118 | Do the procedures contain the intent of the guidance in FAA AC 120-71, paragraphs 8 – 12 referencing:<br><br>• Applying SOP templates;<br>• Key features of effective SOPs;<br>• The importance of understanding SOPs; and<br>• Collaborating on effective SOPs?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.119 | Do the procedures contain the intent of the guidance in FAA AC 120-74, paragraphs 6 – 9, including:<br><br>• Flightcrew procedures during taxi operations;<br>• Flightcrew procedures during taxi operations at non-towered airports and where the control tower is closed; and<br>• Use of exterior aircraft lights?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Check that the operator's manual has instructions pertaining to a requirement that: 1) flightcrews take some time and study the airport layout; 2) an airport diagram be readily available for use by the pilots; 3) that flightcrews check the expected taxi route against the airport diagram or taxi chart and pay special attention to any unique or complex intersections along the taxi route; 4) while planning for departure, pilots be sure to consider the likely inbound taxi route at the arrival airport; 5) flightcrews identify critical times and locations on the taxi route (transitioning through complex intersections, crossing intervening runways, entering and lining up on the runway for takeoff, and approaching and lining up on the runway for landing) where verbal coordination between the PIC and the SIC will be important to ensure correct aircraft navigation and crew orientation.<br><br>*Sources:* AC 120-74<br><br>2. Check that the operator's manual has instructions regarding flightcrews, prior to entering or crossing any runway, scan the full length of the runway, including approach areas, and that they verbally confirm scan results with each other, and aircraft movement is stopped if there is any difference or confusion on the part of any flight crewmember about the scan results. | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |

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| | *Sources:* AC 120-74<br><br>3. Check that the operator's manual has instructions for flightcrews about how to maintain a "sterile" cockpit.<br><br>*Sources:* AC 120-74<br><br>4. Check that the operator's manual has instructions for flightcrews regarding readback of all hold short and runway crossing instructions and clearances, including the runway designator.<br><br>*Sources:* AC 120-74 | |
| 1.120 | Do the procedures contain the intent of the guidance in FAA AC 120-80?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic<br><br>*Related Design JTIs:*<br><br>1. Do procedures have instructions to ensure that a tripped circuit breaker (CB) is not reset in flight unless doing so is consistent with explicit procedures specified in the approved operating manual used by the flightcrew or in the judgment of the captain, resetting the CB is necessary for the safe completion of the flight?<br><br>*Sources:* FAA Order 8900.1, Volume 3, Chapter 33, Section 3, Paragraph 3-3490; AC 120-80 | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.121 | Do the procedures contain the intent of the guidance in FAA AC 120-88?<br><br>**Note(s):**<br>*This AC highlights the data-driven methods of the FAA and its government and industry partners in identifying practices known to be effective against injuries caused by turbulence. Practices identified in the AC are suggested for crewmembers, and others associated with flight operations under 14 CFR part 121. Those practices are suggested components of standard operating procedures that can be followed in daily flight operations.*<br><br>Updated: Rev # 7 on 06/01/2011<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 1.122 | Does the manual include a requirement to comply with the operations specification related to this element including clearly identified excerpts, references, mandatory compliance requirements, or other information that will keep employees informed of the impact on their duties and responsibilities?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 119.43(b); 119.43(c); 121.135(a)(4)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.123 | Does the manual contain policies and procedures that include the duties and responsibilities for personnel involved with this element?<br><br>**Note(s):**<br>*This includes personnel, in addition to those required by 14 CFR part 119, who* | ☐ Yes<br>☐ No, Explain |

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| | *have authority and responsibility for processes covered by this element.*<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.135(b)(2)<br>Kind Of Question: Flag, Supplemental, Domestic | |
| 1.124 | Does the manual refer to the appropriate sections of 14 CFR, and are the procedures consistent with the appropriate 14 CFR references or Operating Certificate concerning this element?<br><br>**Note(s):**<br>*Procedures for Flag and Supplemental operations must be consistent with applicable foreign regulations as well.*<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.135(a)(4); 121.135(b)(3)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.125 | Does the manual contain general policies that require compliance with the SRRs?<br><br>Updated: Rev # 3 on 12/03/2009<br>SRRs: 121.135(b)(1)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.126 | Are the procedures written in enough detail to ensure the effective coordination of work activities from one person, workgroup, or organization to another to ensure the desired result?<br><br>Updated: Rev # 12 on 09/30/2013<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 1.127 | During all flight time while flightcrew members are at their duty station on the flight deck, do procedures prohibit the use of personal wireless communications devices, or laptop computers?<br><br>**Note(s):**<br>*This restriction does not apply to use in accordance with operator approved procedures for direct operation of the aircraft, or for emergency, safety-related, or employment-related communications.*<br><br>Updated: Rev # 13 on 06/23/2014<br>SRRs: 121.542(d)<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

| **SAI SECTION 1 - PROCEDURES ATTRIBUTE<br>Drop-Down Menu** | |
|---|---|
| 1. | No policy, procedures, instructions, or information specified. |
| 2. | Procedures or instructions and information do not identify who, what, when, where, how. |
| 3. | Policy, procedures, or instructions and information do not comply with CFR. |
| 4. | Policy, procedures, or instructions and information do not comply with FAA policy and guidance. |
| 5. | Policy, procedures, or instructions and information do not comply with other documentation (e.g., manufacturer's data, Jeppesen Charts, etc.). |
| 6. | Policy, procedures, or instructions and information unclear or incomplete. |
| 7. | Documentation quality (e.g., unreadable or illegible). |

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| 8. | Policy, procedures, or instructions and information inconsistent across certificate holder manuals (FOM - Flight Operations Manual to GMM - General Maintenance Manual, etc.). |
| 9. | Policy, procedures, or instructions and information inconsistent across media (e.g., paper, microfiche, electronic). |
| 10. | Resource requirements incomplete (personnel, facilities, equipment, technical data). |
| 11. | Other. |

| SAI SECTION 2 - CONTROLS ATTRIBUTE | |
|---|---|
| **Objective:**<br>The questions in this section of the SAI will help determine if controls (i.e. checks and restraints) are designed into the processes associated with this element to ensure policies and procedures are followed to achieve desired results. | |
| ***Tasks*** | |
| | The inspector shall accomplish the following task: |
| 1 | Review the policies, procedures, instructions, and information to understand the controls associated with this element. |

| ***Questions*** | | |
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| 2.1 | If the operator permits the use of pilot performed database updates, are controls in place to ensure that all pilot performed database update requirements are met including determining the data upload status?<br><br>Updated: Rev # 14 on 07/24/2015<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 2.2 | Are controls in place to ensure that required information and documentation is available and accurate for the intended flight?<br><br>Updated: Rev # 6 on 09/01/2010<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 2.3 | Are controls in place to ensure that procedures to update and maintain the operator's EFB are followed?<br><br>Updated: Rev # 12 on 09/30/2013<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 2.4 | Are controls in place to ensure that the associated software provides the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, is substitute information provided in a non-electronic form?<br><br>Updated: Rev # 14 on 07/24/2015<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain<br>☐ Not Applicable |
| 2.5 | During all flight time while flightcrew members are at their duty station on the flight deck, are controls in place to ensure the use of personal wireless communications devices, or laptop computers are prohibited?<br><br>Updated: Rev # 13 on 06/23/2014<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 2.6 | Are controls in place to ensure that the aircraft is in an airworthy condition and properly equipped for the route flown?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

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| 2.7 | Are controls in place to ensure that all air traffic instructions, clearances, and Federal Aviation Regulations are followed?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 2.8 | Are controls in place to ensure that the airplane is properly configured and operated within all limitations of the AFM for each phase of the flight?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 2.9 | Are controls in place to ensure that cockpit communication procedures are followed?<br><br>Updated: Rev # 9 on 12/01/2011<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

| **SAI SECTION 2 - CONTROLS ATTRIBUTE<br>Drop-Down Menu** | |
|---|---|
| 1. | No controls specified. |
| 2. | Documentation for the controls do not identify who, what, when, where, how. |
| 3. | Controls incomplete. |
| 4. | Controls could be circumvented. |
| 5. | Controls could be unenforceable. |
| 6. | Resource requirements incomplete (personnel, facilities, equipment, technical data). |
| 7. | Other. |

| SAI SECTION 3 - PROCESS MEASUREMENT ATTRIBUTE | |
|---|---|
| **Objective:**<br>Process measurements ensure the operator uses an internal evaluation function to detect, identify, and eliminate or control hazards and the associated risk. For airworthiness elements this is a required function of operator's Continuing Analysis and Surveillance System (CASS), required by 14 CFR part 121.373. The director of safety and the quality assurance department often work together to accomplish this function for the operator. Negative findings could require amendments to the safety/internal evaluation program or CASS audit forms or checklists. | |
| ***Tasks*** | |
| | The inspector shall accomplish the following tasks: |
| 1 | Review the control questions in Section 2 of this SAI. |
| 2 | Review the operator's policies, procedures, instructions, and information to gain an understanding of the process measurements accomplished for this element. |

| ***Questions*** | | |
|---|---|---|
| 3.1 | Are there process measurements that evaluate whether the operator's policies, procedures, and controls are achieving the desired results?<br><br>**Note(s):**<br>*Inspectors should refer to the controls in Section 2 of this SAI for possible process measurements for this element.*<br>*Persons engaged in this process should have a method for identifying undesired results.*<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 3.2 | Do the operator's process measurements assess the performance of the processes associated with this element?<br><br>**Note(s):**<br>*Verify audits exist to measure this element's performance.*<br>*Verify audits are scheduled for this element.*<br>*Verify audits ensure everyone, including all outsource providers, comply with the operator's program, manual and all applicable regulations and statutes.*<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 3.3 | Does the operator's program require the documentation of process measurement results?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 3.4 | Does the operator's program describe how the process measurement results are used to improve the ability to achieve the desired results?<br><br>Updated: Rev # 3 on 12/03/2009 | ☐ Yes<br>☐ No, Explain |

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| | Kind Of Question: Flag, Supplemental, Domestic | |
| 3.5 | Does the organization that conducts the process measurements have direct access to the person with responsibility for this element?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

| SAI SECTION 3 - PROCESS MEASUREMENT ATTRIBUTE<br>Drop-Down Menu | |
|---|---|
| 1. | No process measurements specified. |
| 2. | Documentation for the process measurements does not identify (who, what, when, where, how). |
| 3. | Inability to identify negative findings. |
| 4. | No provisions for implementing corrective actions. |
| 5. | Ineffective follow-up to determine effectiveness of corrective actions. |
| 6. | Resources requirements (personnel, facilities, equipment, technical data). |
| 7. | Other. |

| SAI SECTION 4 - INTERFACES ATTRIBUTE |
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| **Objective:**<br>Data collected in this section helps the principal inspector determine if the operator identifies, documents and manages change between this process and other related processes within the operator's organization.It is important for the operator to identify and document where interactions between processes exist, and to have a method of managing change between these processes.Written policies, procedures, or instructions and information that are interrelated and located in different manuals within the operator's manual system must be consistent to allow personnel to perform their duties and responsibilities with a high degree of safety. |

| ***Tasks*** | |
|---|---|
| | The inspector shall accomplish the following task: |
| 1 | Review interfaces associated with the processes for this element. |

| ***Questions*** | | |
|---|---|---|
| 4.1 | Does the operator identify and document the interfaces between processes?<br><br>Updated: Rev # 12 on 09/30/2013<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 4.2 | Does the operator have a method to evaluate the impact of changes in this process to other related processes that interface with this process?<br><br>Updated: Rev # 12 on 09/30/2013<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

| SAI SECTION 4 - INTERFACES ATTRIBUTE<br>Drop-Down Menu | |
|---|---|
| 1. | No interfaces specified. |
| 2. | The following interfaces not identified within the certificate holder's manual system: |
| 3. | Interfaces listed are inaccurate. |
| 4. | Specific location of interfaces not identified within the manual system. |
| 5. | Other |

| SAI SECTION 5 - MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE |
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| **Objective:**<br>Data from questions in this section will help determine if there is an identifiable, qualified (when required by CFR), and knowledgeable person who:<br><br>• Is responsible for the process,<br>• Is answerable for the quality of the process, and<br>• Has the authority to establish and modify the process. |

| ***Tasks*** | |
|---|---|
| | The inspector shall accomplish the following tasks: |
| 1 | Identify the person(s) who has overall responsibility for this element. |
| 2 | Identify the person(s) who has the authority to revise the procedures associated with this element. |
| 3 | Review the duties and responsibilities of the above person(s). |
| 4 | Review the appropriate organizational chart. |

| ***Questions*** | | |
|---|---|---|
| 5.1 | Is an individual(s) identified who is responsible for the quality of the procedures associated with this element?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 5.2 | Is an individual(s) identified who has the authority to establish and modify the policies, procedures, instructions, and information associated with this element?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 5.3 | Are duties and responsibilities documented for those who manage the procedures associated with this element?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |
| 5.4 | Does the operator document the procedures for delegation of authority for this element?<br><br>Updated: Rev # 3 on 12/03/2009<br>Kind Of Question: Flag, Supplemental, Domestic | ☐ Yes<br>☐ No, Explain |

| SAI SECTION 5 - MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE<br>Drop-Down Menu | |
|---|---|
| 1. | Not documented. |
| 2. | Documentation unclear. |

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| 3. | Documentation incomplete. |
| 4. | Other. |